

CONSTRUCTION OF A RAIL LINE IN YUGOSLAVIA

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During the month of January 1949 the rail line joining Bihać and Knin was put into operation. This line is of great importance, both from the commercial and the strategic point of view. It shortens the rail distance between Belgrade and the sea by 178 kilometers. It connects the entire northern region of Yugoslavia with the Adriatic Ocean, as well as connecting Croatia with Bosnia and Herzegovina.

Construction of this rail line was started in 1931, and the initial work was done by the French company "Béthoules", which was to have put the line into operation at the end of 1940. Work was suspended because of a controversy, and was then broken off entirely during the war period.

After the end of the war work was suddenly started again toward the completion of this important rail line. In 1946 and 1947 all the preliminary work was taken care of, and in the spring of 1948 intensive work was started toward completing the line.

The construction of this mountain line has been one of the most difficult in Yugoslavia. About 390 ~~xxxxxxxxxxxxxxxx~~ cuts and tunnels and 11 large concrete bridges were built. The combined length of the tunnels is about 13 kilometers, or 10 percent of the entire length of the line.

This new Bihać - Knin line has thus considerably shortened the connection between Split and the interior of Yugoslavia.